

Agenda item	6
Report no	HLC/041/22

THE HIGHLAND COUNCIL

Committee: THE HIGHLAND LICENSING COMMITTEE

Date: 6 September 2022

Report title: Review of taxi tariff 2022/2023

Report by: The Principal Solicitor – Regulatory Services

1. Purpose/Executive summary

- 1.1** This report relates to the statutory requirement to undertake and complete a review of the Council's taxi tariff within 18 months of the current tariff coming into effect.

2. Recommendation

- 2.1** This report invites the Committee to:
- i. consider the information contained in the report and any further submissions made to the Committee by taxi operators attending the meeting and then agree a draft tariff for public consultation;
 - ii. agree that an advertisement be placed in the P and J (Highland Edition) detailing the Licensing Committee's proposal in relation to the maximum rates of fares in respect of taxi and private hire car licensing (where the private hire cars are fixed with taxi meters) and inviting representations.

3. Background

- 3.1** The Council has a statutory duty in terms of Section 17 of the Civic Government (Scotland) Act 1982 (“1982 Act”) to review its scales for the fares and other taxi related charges every 18 months.
- 3.2** The current tariff took effect from 18 October 2021. The current fare scales are attached for Members’ information as **Appendix 1**.
- 3.3** The 18 month period is a maximum and licensing authorities can review at a more frequent intervals, if they so wish.
- 3.4** At the meeting of 20 June 2022, the Committee agreed to instruct Officers to commence the statutory process to review the scales for the fares and other taxi related charges earlier than the scheduled date. This was following a request from a proportion of the trade to undertake an urgent review. A copy of the amended timetable for the review process is attached as **Appendix 2**.
- 3.5** In fixing scales, the Council may alter fares and other charges or fix fares or other charges at the same rates.

4. Statutory process for reviewing the tariff

- 4.1** Section 17(3) of the abovementioned 1982 Act states that before the licensing authority fixes any scales or carries out any review it shall:
- a) consult with persons or organisations appearing to it to be, or be representative of, the operators of taxis operating within its area.
 - b) following such consultation:
 - (i) review the existing scales, and
 - (ii) propose new scales (whether at altered rates or the same rates),
 - c) publish notice of those proposed scales in a newspaper circulating in its area:
 - (i) setting out the proposed scales,
 - (ii) explaining the effect of the proposed scales,
 - (iii) proposing a date on which the proposed scales are to come into effect, and
 - (iv) stating that any person may make representations in writing until the relevant date, being one month after the date of the first publication of the notice, and
 - d) consider such representations.
- 4.2** Operators of taxis or any person or organisation appearing to the Traffic Commissioner to be a representative of such taxi operators can appeal against any decision the Local Authority makes in respect of fares and surcharges. Any appeal is made to the Traffic Commissioner for the Scottish Traffic Area. An appeal to the Traffic Commissioner may be made within 14 days of notice being given by the licensing authority to taxi operators and representative taxi organisations of the agreed fare scales.

5. Changes to the tariff

The following information indicates the variations made to the tariff at the last eight reviews:

2011/12:

Yardages for tariffs 1 and 2 decreased, giving approximately a 5% and 3% increase in fare income respectively. Tariff 3 permitted to be charged for vehicles carrying 5 passengers or more all day on Saturdays and on Good Friday, Easter Monday and May Day.

2012/13:

Tariffs 2 and 3 to commence at 9.00pm instead of 10.00pm.

2014/15:

No change to tariffs.

2015/16:

A 50p increase to the cost of the initial yardage for tariff 1. A 30p increase to the cost of the initial yardages for tariffs 2 and 3.

The charge applied to compensate for the cost of the outward journey for hires which commence 3 miles or more away from the taxi or taxi base (whichever is the nearer) and where the customer wishes to travel further was increased from a maximum of £6.50 to a maximum of £8.00.

2016/2017:

The price of the first mile for tariff 1 was increased from £3.80 to £4.00 and the price per mile thereafter was increased from £1.40 to £1.80p.

The waiting time was increased from £18.00 per hour to £25.00 per hour.

The soiling charge increased from a maximum of £60.00 to a maximum of £100.00.

Provision for a charge was introduced where the customer is paying by debit or credit card (note, however, that surcharging for payments by debit or credit card subsequently became unlawful and is no longer practised).

The supplementary booking charge to compensate for the cost of the outward journey for hires commencing 3 miles or more away from the taxi or taxi base (whichever is nearer) was amended to reflect the actual cost, at the tariff applicable at the time, of travelling to pick up the customer.

2018/2019:

Tariff 1: no change to the running mile or flagfall.

Tariff 2: the running mile to be the tariff 1 running mile x 1.25. No change to the flagfall.

Tariff 3: the running mile to be the tariff 1 running mile x 1.5. No change to the flagfall.

The removal of Christmas Day and New Year's Day from tariff 3.

The introduction of a Tariff 4 which applies to vehicles carrying up to 4 passengers at any time between 6.00pm on Christmas Eve and 6.00am on Boxing Day and between 6.00pm on New Year's Eve and 6.00am on 2 January. The running mile for tariff 4 to be the tariff 1 running mile x 2. The flagfall to be the same as tariff 3.

The introduction of a Tariff 5 which applies to vehicles carrying 5 or more passengers at any time between 6.00pm on Christmas Eve and 6.00am on Boxing Day and between

6.00pm on New Year's Eve and 6.00am on 2 January. The running mile for tariff 5 to be the to the new tariff 2 running mile x 2. The flagfall to be the same as tariff 3.

The booking fee to be increased from 50p to £1.

Airport car parking costs incurred may be charged on production of a receipt to the hirer.

2019/2020:

The soiling charge increased from a maximum of £100 to a maximum of £120.

2021/2022:

No changes implemented.

5. Representations from the taxi trade

- 5.1** In accordance with Section 17(3)(a) of the 1982 Act, a consultation survey was undertaken inviting members of the trade to submit their views in relation to the scales for the fares and other taxi related charges.
- 5.2** In previous years consultation with members of the trade have been held in person in Inverness, Wick, Dingwall and Fort William. However, due to restrictions imposed by Covid-19, in person meetings with the taxi/PHC trade were not held in 2021 and with the tight timescales with moving the tariff review process earlier than scheduled, it was not possible to fit in person meetings to the timetable for 2022.
- 5.3** The consultation survey was undertaken online with all taxi and private hire car operators written to inviting them to submit their initial views. The consultation survey was open from 19 July 2022 to 15 August 2022. The trade was also advised that they could attend and address the meetings of the Highland Licensing Committee on 6 September 2022 and 29 November 2022.
- 5.4** 116 responses were received to the consultation survey. As of June 2022, there were 474 taxi operators licensed within The Highland Council area. A further written submission was also received. A copy of the responses are attached as **Appendix 3**.
- 5.5** Officer's comments in relation to the responses are attached as **Appendix 4**.

6. Effect of proposed tariffs

- 6.1.** A comparison of the current tariff compared with the effect of the proposed 5%, 10%, 15% and 20% increase to all tariffs are attached as **Appendix 5**.
- 6.2** In order to achieve the proposed percentage increases, there are two methods to do this. The first option is to reduce the yardage and the second option is to increase the flagfall.
- 6.3** The yardage is the set distance before the fare incrementally increases after the initial flagfall. It also referred to as the 'drop'. The flagfall is the fixed initial charge at the start of a taxi journey that you must pay as part of the total cost of your journey.
- 6.3** Calculations were carried out with both options. Whilst both options provided similar results, the second option (increasing the flagfall) was the closest to the proposed percentage increases.

- 6.4** It should also be noted that as the taxi meters work in 10 pence increments, the proposed percentage increases will not always work out as the exact percentage.
- 6.5** A table has also been provided comparing a 2 mile fare for Scottish local authority's Tariff 1 for reference as **Appendix 6**.

7. Further Considerations

- 7.1** The Scottish Government's Taxi and Private Hire Car Licensing: Best Practice for Licensing Authorities issued in April 2012 states that authorities are advised as best practice to pay regard to advice contained in paragraphs 2.34-2.37 of Scottish Department Circular 25/1986. This states that: *"in fixing fares, authorities will want to pay primary regard to the costs incurred by the trade, having regard to the capital costs (including interest payments) of the vehicles, the costs of maintaining and replacing them to a standard of the licensing authority, of employing drivers and the prevalent level of wages and costs in related road transport industries. The public interest is best served by ensuring the maintenance of an adequate taxi service by giving the trade a fair return rather than depressing fares for social reasons, however understandable."*
- 7.2** In light of the above guidance, the Committee is invited to consider figures supplied by the Government's Office of National Statistics (ONS). The main index is the Consumer Price Index which is a measure of consumer price inflation produced to international standards. The main index is the CPI (all items). However, figures are also provided for other statistics which may be relevant for taxi operators.
- 7.3** A comparison has been provided between figures that were considered at the meeting of the Highland Licensing Committee on 22 June 2021 at the last review of the taxi tariff with the most up to date figures now available. A copy of these are attached as **Appendix 7**.

8. Implications

- 8.1** The costs to the Council associated with the review of the taxi tariff in terms of outlays will be advertising costs only together with the staff time costs associated with the process, from consultations with the trade to conclusion. The Traffic Commissioner's costs in determining any appeal following adoption of a final tariff will also be borne by the Council, irrespective of the outcome of any such appeal.
- 8.2** The fee charged by the Trading Standards Service in relation to the checking and sealing of taxi meters requires to be met by operators. The cost for this, (excluding any new chip required from the meter manufacturer) is currently £70.58 (£58.81 + VAT).
- 8.3** Trading Standards have commented that the test track calibration and mass testing of meters at the time of year proposed with the earlier timetable may be hindered should there be bad weather.

Date: 24 August 2022

Author: Claire McArthur

Background Papers: Appendix 1 – Copy of current tariff
Appendix 2 – Timescale for review
Appendix 3 – Copy of responses to consultation survey
Appendix 4 – Officer's comments in relation to the responses
Appendix 5 – Effect of proposed changes to the tariffs
Appendix 6 – Comparison over a 2 mile fare at tariff 1 for local authorities
Appendix 7 – Further considerations in relation to the tariff

THE HIGHLAND COUNCIL

REVIEW OF TAXI FARES

In accordance with the requirements of the Civic Government (Scotland) Act 1982, the Highland Council has reviewed the maximum level of charges for the hire of Taxis or Private Hire Cars fitted with Taxi Meters.

With effect from 18 October 2021, the maximum fares will be as follows:-

Tariff 1: Applies to vehicles carrying up to 4 passengers, except when a higher tariff applies.

- For the first 785 yards or part; or £3.00
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 98 yards or part; or .10p
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above

General effect – the price of a hire £4.00 for the first mile plus £1.80 per mile thereafter plus extras*

Tariff 2: Applies to vehicles carrying up to 4 passengers on Good Friday, Easter Monday or May Day and, except when a higher tariff applies, between **9.00pm and 7.00am on any day** and all day on Saturday and Sunday. When 5 or more passengers are being carried, it also applies **at any time** of any day or night, except where a higher tariff applies.

- For the first 560 yards or part; or £ 3.30
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 78 yards or part; or .10p
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above

General effect – the price of a hire £4.90 for the first mile plus £2.30 per mile thereafter plus extras*

Tariff 3: Applies between 6am and midnight on both Boxing Day and 2nd January. When 5 or more passengers are being carried, and except where Tariff 5 applies, it also applies between **9.00pm and 7.00am**, all day on Saturday and Sunday and on Good Friday, Easter Monday and May Day.

- For the first 444 yards or part £ 3.90
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 65 yards or part .10p
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above

General effect – the price of a hire £6.00 for the first mile plus £2.70 per mile thereafter plus extras*

Tariff 4: Applies to vehicles carrying up to 4 passengers at any time between 6.00pm on Christmas Eve and 6.00am on Boxing Day and between 6.00pm on New Year's Eve and 6.00am on 2 January.

- For the first 444 yards or part; or £3.90
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 49 yards or part, or .10p
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above

General effect – the price of a hire: £6.60 for the first mile plus £3.60 per mile thereafter plus extras*

Tariff 5: Applies to vehicles carrying 5 or more passengers at any time between 6.00pm on Christmas Eve and 6.00am on Boxing Day and between 6.00pm on New Year's Eve and 6.00am on 2 January.

- For the first 444 yards or part; or £3.90
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 39 yards or part, or .10p
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above

General effect – the price of a hire: £7.30 for the first mile plus £4.50 per mile thereafter plus extras*

***Extra Charges**

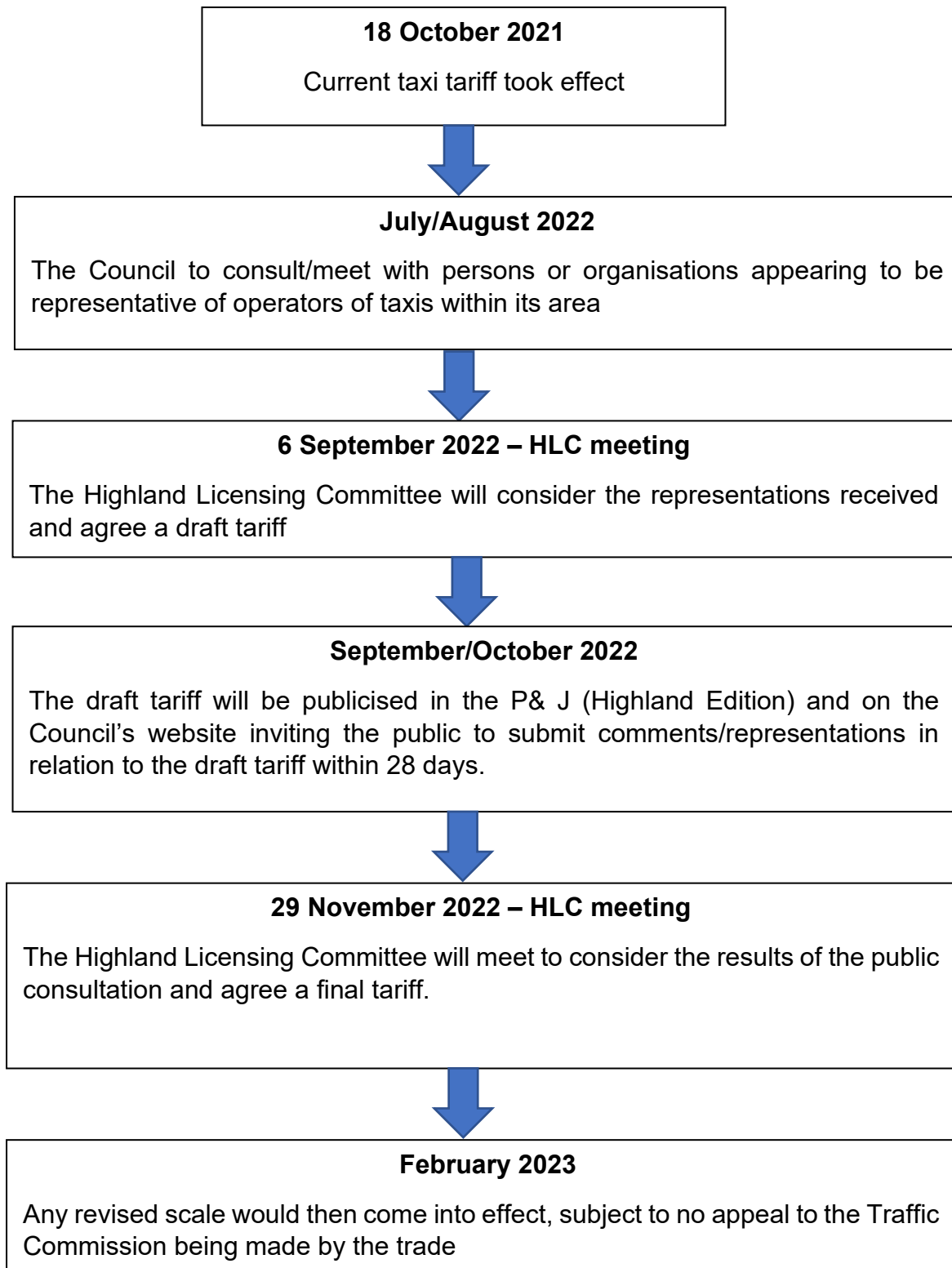
- Booking ahead e.g. by telephone £1.00
- Any bridge tolls or ferry charges, where applicable.
- Any airport car parking charges (Only chargeable on production of a receipt to the hirer)

In addition, a supplementary booking charge may be applied to compensate for the cost of the outward journey for hires which commence 3 miles or more away from the taxi or taxi base (whichever is the nearer). The maximum charge shall be the actual cost at the tariff which applies at the time of travelling between the starting location of the taxi or the location of the taxi base (as the case may be) and the pick-up point or drop-off point, whichever is the closer to the taxi or taxi base. This booking charge is in addition to the fare chargeable at the appropriate tariff for the journey from the pick-up point to the drop-off point. This charge may only be demanded if the customer is informed of the amount of the charge at the time of booking.

When a taxi (or a private hire car fitted with a taxi meter) is called but not used, a charge shall be allowed as if it had been occupied from the time it left the stance or garage.

Soiling Charge – maximum of £120.00 payable by an offending passenger, where a vehicle requires to be removed from service for cleaning in order for it to be restored to a usable state and condition.

Early taxi tariff review timeline – 2022

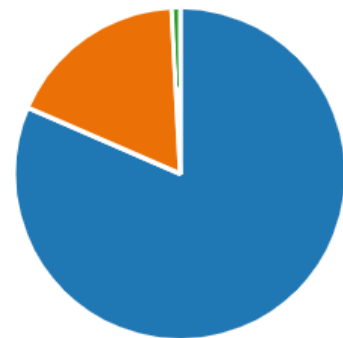


CONSULTATION SURVEY RESPONSES

5. Which of the following apply to you?

[More Details](#)

● Taxi Operator	97
● Private Hire Car Operator (with t...	21
● Other	1



7. Which area(s) do you mainly operate from?

[More Details](#)

● North, West and Central Sutherl...	0
● Thurso and Northwest Caithness	2
● Wick and East Caithness	4
● East Sutherland and Edderton	0
● Wester Ross, Strathpeffer and L...	0
● Cromarty Firth	1
● Wester Ross, Strathpeffer and L...	0
● Cromarty Firth	1
● Tain and Easter Ross	0
● Dingwall and Seaforth	1
● Black Isle	2

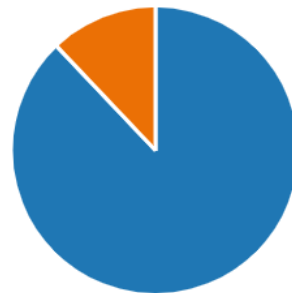
● Eilean a Cheo	0
● Caol and Mallaig	1
● Aird and Loch Ness	2
● Inverness	106
● Nairn and Cawdor	9
● Badenoch and Strathspey	0
● Fort William and Ardnamurchan	2

8. Do you think a tariff increase is required?

[More Details](#)

 Insights

● Yes	102
● No	14




9. Please provide the reasons for your answer above

1	Every aspect of mothering has increased
2	Cost of fuel and the losses made in covid a tariff increase is much needed.
3	Cost of diesel and servicing vehicles and cost of living
4	Petrol prices are crippling us, near £10 per gallon
5	The inflation and the costs of living are sky high, as a taxi driver I now pay double the amount for the fuel compared to what I used to pay 3 months ago. My outgoings and expenses are close to doubling to what they used to be, yet the tariffs have not been changed at all since 2018, our situation is really tough after the lengthy and terrible covid times, thank you
6	No increase since 2018 and due to the increase in fuel prices
7	Although I would like a rise I think at this moment it might do more harm to my business through less people using taxis
8	Cost of living
9	The cost of living has increased, my outgoings and expenses have nearly doubled, but the income I currently have a chance to earn has not been changed since 2018, please help in this very important matter asap.
10	Considering the total costs of running the taxi in Inverness up to local council standards are very high and just getting higher, companies are increasing their radio dues also, fuel cost historically high, and we still have to gain enough to cover wages to pay all bills at home(where energy for my 2 bed in a 4plex house this winter will hit approximately 300 a month!)today smart meter shows 5 to 6 pounds a day and thats without heating, I am example of family 2 adults and 2 kids (9 and 5 years old) and both of us working, more likley will look for a different occupation in near future
11	Increased costs across the board, fuel, insurance, maintenance etc.
12	Providing current drivers/operators remain at the levels we are seeing, then I see no need for an increase on the tariff. The levels of drivers in Inverness, pre-covid was unsustainable as a primary job. Highland Council must look at current driver numbers and cap these as a priority. Members of the public are budgeting at an unprecedented level and an increase in fares would be unjust. That being said, reviews and steps must be taken in regards to the current fuel situation.
13	Everyone's struggling right now, so putting up fares would just be another burden on them. And it might scare them off taxis.
14	Increase costs fuel etc
15	In recent months the cost of fuel has risen substantially, alongside the ever rising costs of vehicle maintenance, tyres, insurance, etc.
16	Whilst we can see the obvious expenses like fuel, maintenance and repairs getting more expensive and difficult to maintain, i believe a tariff increase is definitely needed. on the back of that, there is a high risk it could loose companies and independent drivers money because its another expense increased on the general public. its difficult times for every body but i think increasing the tariff will help.

17	People are skint and an increase at this time could lead to an increase in fare dodgers.
18	If and when the fuel price goes down, we would be stuck with this higher tariff and in Fort William a lot of our work is small journeys that would make it not affordable for people to use the service. If operator's are worried then drop the starting rate to £1 and put the rise on mileage as then, the more miles you do then the fuel price will not affect it.
19	Increased cost of fuel
20	Cost of living - I feel we could price our self's out of the market at this time, could also lead to more attacks,abuse and runners. Cost of changing meter
21	The price of a tank full of fuel has doubled in the last few months, also garage repair bills have increased along with many other cost of living charges have increased.
22	Cost of living increases.
23	Raise will alienate some customers Raise will cost us approximately £100, and will take weeks to make that money back. If the council was to actually give a **** about the trade, and stop issuing licences to people who have a satnav but zero clue, and regularly overcharge, or refuse customers because it's going the wrong way, or not a long enough journey, we would be all getting a share of the work.sort out the faults in the system before putting price up
24	Costs a risen dramatically Fuel price being a major problem.
25	40% increase in fuel prices
26	Fuel and related increases
27	to offset the extra cost we are having to cover.
28	Diesel prices at a all time high, inflation higher than the last 40 years and not having a tariff rise for 3 years. If the taxi trade is to continue in the Highlands then the industry must properly reward the cure drivers and attract new. Inverness has queues waiting for taxis most days and without a tariff rise it will only get worse. With the bus service be a appalling as it is, the public need some means to reach appointments on time.
29	An increase is required ,basically because of the cost of living increases, especially fuel prices , tyre costs , garage rates,everything is on the increase . So we need to balance the books or give up. So many drivers cant afford to keep going.
30	Taxi tariffs have not changed for quite sometime, but the cost of everything has increased considerably over the last few months with no sign of the trend slowing down, so we need a rise in tariff rates just to keep up with day to day costs.
31	Fuel price has gone up
32	Increase in fuel and inflation

33	All the prices are going up now. Food, bills etc fuel is extremely bad. So our expenses are much higher
34	Because the fuel price gone up and that's way evey essential of daily use prices gone up on that basis I think council should rise the tariffs.
35	full increases and cost of living increases
36	All running cost are going up. Insurance car repairs and mostly the price of fuel. I have worked out if prices stay the same I will be down about £4000 to £4500 in a year just on fuel. Plus card payments have increased and the cost for taking payments can be high so that can be another £1000 a year lost on card payments.
37	To align with the cost of living increases
38	Cost of fuel vehicle maintenance and general rise in cost of living.
39	Drivers are asking for an increase due to the increase in the cost of living, this is not unique to drivers, customers are affected too, I feel that when I can earn £200 in one shift its unfair at a time like this to ask someone earning £200 per week to help alleviate the cost of living increase for me. There has also been talk of a massive increase in fuel being a factor in increasing tariffs, fuel was 144.9 ppl in March 2013. I believe a tariff increase was granted around then, fuel prices never broke this level again until 2021, many increases were granted in between, I feel the reason drivers are feeling things difficult is that previous increases have driven custom away and moved our service out of the reach of many and I feel it would be foolish to continue this trend.
40	With the cost of living affecting everyone, increasing the maximum tariff could price taxis out of the reach of some who rely on the service.
41	Fuel costs and cost of living increased dramatically
42	Due to the cost of fuel, tyres and other maintenance at outrages prices, taxis are starting to come off the road and drivers losing shift work as there is not enough income to cover the running costs. If prices keep going up and our taxi fares don't change, I could see the taxi trade collapsed. Drivers are also struggling to make a living and deserve the right to make a living in this trade after being charged for a taxi or private hire licence by the Highland Council.
43	I've put no as I think it will scare people away from taxes if any increase it should be very minamal s to what been said
44	With fuel at almost £2/litre, the tariffs definitely need to increase, we are not seeing the profit we should be for this time of year
45	Due to increasing cost of fuel and cost of living and the fact there's been no increase in fares since 18 November 2018, a review is much overdue
46	We have not had a tariff change in all most 4 years and the price of fuel and the cost of living has gone up

47	The fact fuel prices, cost of living and there hasn't been an increase since 2018
48	Due to increased fuel prices.
49	Fuel prices rising as well as the cost of living going up all most on a daily basis.
50	Fuel prices and taxi dues gone up cost of living gone up every business have put there prices up apart from us.
51	Inflation causing price increases in all areas but particularly fuel costs .
52	No tariff rise for more than four years So that's a stupid question
53	Flue price double now everything is expensive
54	Fuel prices
55	Coming right out of the pandemic, the cost of operating, running, and maintaining the business has increased. Energy and especially fuel have also driven insurance and other running costs up. Drivers (and operators) job is more less still seasonal in the area so less business in the off months.
56	The fuel price is gone too high and the same time the maintenance cost gone up double. For Example just few months before we used to pay for car service £120 in vw showroom the same place they charging us £200 now and just for car fault diagnostics charge was £60 now it's £140. If you take another local garage RM brown was charging £50+VAT/ hour for labour now they are charging £72+VAT . Every garage are increased there labour charge around 50% and then fuel prices is gone up 100% . Some of the council they are double the price here I'm attaching the link https://www.taxi-point.co.uk/post/taxi-tariffs-windsor-taxi-drivers-request-starting-daytime-tariff-to-double-from-3-to-6
57	to at least fall in line with living cost increases, to cover fuel increase, materials for vehicles etc. its very hard at the moment.
58	I think the fares are high enough we are still making enough money even with the high cost of fuel . Increasing fares will hit our customers and they will no longer be able to afford to use taxis . No customers no money
59	Cost of living has gone up a lot recently as well as the fuel
60	Fuel costs are crippling and are highly unlikely to return to below £1.40 per litre. Also the costs of servicing are going up as well as items such as Add Blue which has gone up from just over £11.00 per 10 litres to over £20.00. In general total running costs are increasing dramatically and as the cost of living is going through the roof, our earnings at the end of the week worth less and less even with working longer hours
61	Car price go up, Petrol costs went up, Car Part cost went up, Insurance cost went up, Living cost went up, And all these prices still will go up!
62	Everything is more expensive, speciality the fuel

63	Everything is more expensive, specially thee fuel
64	With the increase in fuel duty and rising costs in garage repair bills i feel it is long overdue. As an operator in Nairn and surrounding area there is also the problem of traffic congestion therefore leading to major use of fuel.
65	The price of fuel won't be high forever so why increase the tariff and have people constantly moaning that it's 'me' that apparently puts the tariff up
66	The price of fuel and other related commodities has increased dramatically.
67	first the fuel price is very high, we spent a lot of money for fuel and everything is coming more expensive
68	There has been considerable Inflation since the previous increase in Particular Rate 1 which hasn't changed for the longes period. Minimum wage has risen by since the last increase of rate one by 27%
69	Due to the increasing cost of living and in particular the cost of fuel, I feel it necessary to impose a tariff increase.
70	cost of living is so high and fuel price is so high that we cant operate taxi at this price
71	The price of fuel just now is ridiculous,,we are running cars now at a loss some quiet days.
72	I think it's defo needed as the cost of fuel is affecting a lot of drivers
73	With day to day running costs increasing ie fuel
74	All areas of cost of living has increased Diesel fuel  cost has doubled in price
75	The prices of fuel is terrible. Spending an average of £200 per week on fuel. Because of Brexit too. The prices for car parts etc have increased. Garage prices for maintaining our cars have increased also.
76	Inflation and big fuel increase
77	Yes. Not had an increase since 2018
78	Car and fuel prices is up.even for car service labor are expensive
79	Due to the cost of living and high fuel expense.
80	I think it would be a mistake in the incurent climate
81	Ever increasing overheads in the last year such as fuel, labor rates, car repairs, car replacement, insurance, energy bills, food etc
82	The cost of fuel has doubled in recent months & also garage bills have increased.
83	To cover the rising living/fuel costs

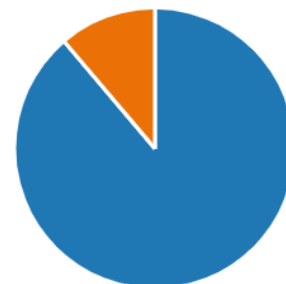
84	I have a wheelchair accessible vehicle and due to the high demand of accessible vehicles and the sharp increase in fuel prices I feel a tariff increase will be necessary to helping me maintain profits as I'm constantly bounced all around Inverness.
85	It is very expensive with fuel prices maintenance of car also energy prices gone up as well as insurance prices radio fee
86	Cost of living
87	Increased business cost
88	Think it should go up a bit mainly because of the fuel price. There's a shortage of drivers and plenty of work.
89	With the fuel price gone up recently and cost of living too.I think taxi tariff should be increased
90	Fuel price
91	The general cost of living car repairs and especially fuel have all increased
92	Because fuel prices are very high, and our tariff hasn't been increased since a few years
93	Haven't had an increase in years plus the price of fuel
94	Rising costs.
95	Huge fuel price increases since last Tariff agreed on 19th November 2018, and cost of living increases, including household heating and power costs. AA reported Scotland average diesel price in November 2018 as £136.2 per Litre. In June/July 2022 that price jumped to £199.99 per Litre. This is over 30% increase in fuel cost to Taxi drivers.
96	Increased cost of fuel.
97	Cost of running the taxi has gone up.
98	Fuel cost
99	Fuel price,inflation cost of living, highland council fees increased
100	Inflation and fuel prices.
101	Rise in cost of living and fuel prices
102	The tariff needs to go up due to increase in fuel, repair and parts costs, price increases on cars and also the cost of living for drivers electric etc on the rise and with no increase our wages go down and we struggle with day to day living costs if this doesn't happen there will be less taxis on the road which is already happening.
103	Mainly because inflation is going through the roof. Everything is going dearer. Energy and fuel is 50-100% going up. Minimum wage as well...

104	Everything expensive
105	Everything expensive
106	Rising fuel prices and high inflation
107	A small increase is justified due to increased running costs - if no increase is made there will still be the battle to get an increase in the future from taxi companies.
108	The cost of fuel and operating increases
109	Cost of fuel increases
110	Fuel price and the cost of living is generally gone up.
111	Fuel increase since last tariff increase has led to higher operating cost, insurance, servicing has also increased. Although fuel has started to come back down slowly other price increases associated with the fuel have not come back down
112	Impact of recent increases in inflation. Inflation was around 1&1/2 percent at the time of the last review so increases were unnecessary. There was also good Government support for the trade during COVID.
113	Increased prize for fuel, repairing labour cost,parts prize and living cost
114	Inflation and fuel prices
115	I believe the fares are high enough as they are. Even taking in to account of the high fuel prices. The fares were too high previously and are probably about correct now.
116	Nearly everything I need to buy to allow me to work and to live has gone up much more than the percentage increase that I am asking for. (e.g. cars, car parts and labour, fuel, food, energy, clothes etc)

10. Do you think Tariff 1 needs to increase?

[More Details](#)

 Insights

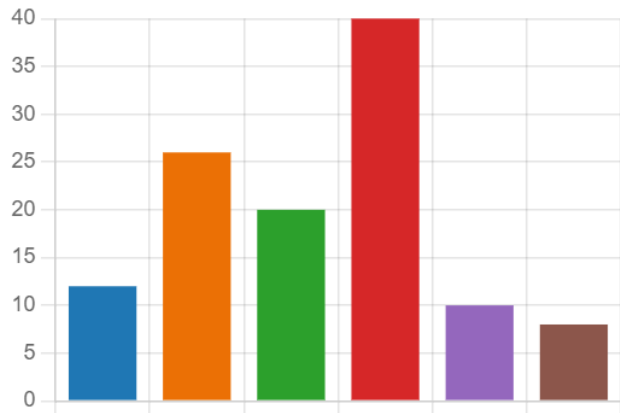


11. If Tariff 1 is increased, how much do you think it should be increased by?

[More Details](#)

[Insights](#)

5%	12
10%	26
15%	20
20%	40
It should stay the same	10
Other	8



Other (comments different to one of the previous answers):

1. Flag fall should be £4.50 starting
2. Starting rate should be lowered to £1
3. £2.30 per mile (27.8%)
4. 30 0/0
5. 30 0/0
6. A percentage would give an odd number. I'd like to see it change to £2.10 per mile. This is slightly over 15%
7. 0

12. Do you think Tariff 2 needs to increase?

[More Details](#)

[Insights](#)

Yes	101
No	15

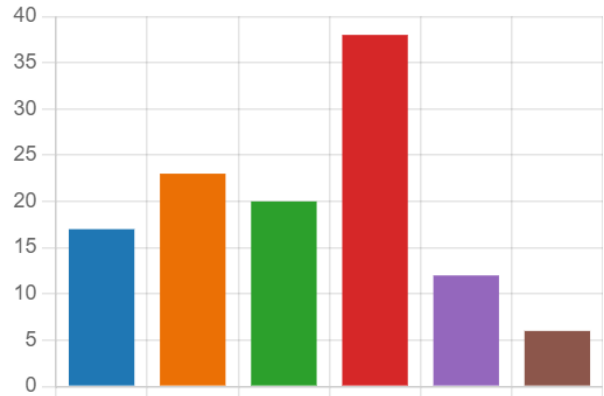


13. If Tariff 2 is increased, how much do you think it should be increased by?

[More Details](#)

[Insights](#)

5%	17
10%	23
15%	20
20%	38
It should stay the same	12
Other	6



Other (comments different to one of the previous answers):

1. Meter starting price should be £4.50
2. Starting rate lowered to £2
3. 30
4. 30
5. 30p per mile, as in line with tariff one
6. 0

14. Do you think Tariff 3 needs to increase?

[More Details](#)

[Insights](#)

Yes	78
No	38

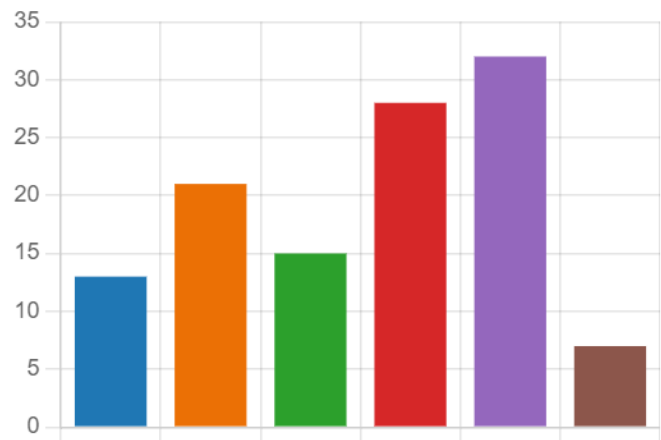


15. If Tariff 3 is increased, how much do you think it should be increased by?

[More Details](#)

[Insights](#)

5%	13
10%	21
15%	15
20%	28
It should stay the same	32
Other	7



Other (comments different to one of the previous answers):

1. Starting rate should be lowered to £2
2. 0
3. 30
4. 30
5. Again, 30p per mile
6. 0

16. Do you think Tariff 4 needs to increase?

[More Details](#)

[Insights](#)

Yes	60
No	56

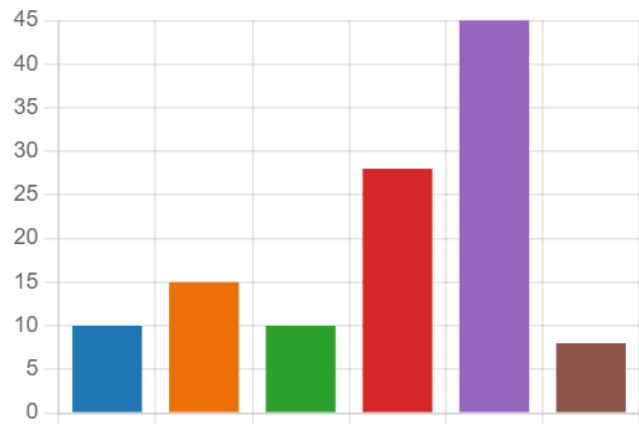


17. If Tariff 4 is increased, how much do you think it should be increased by?

[More Details](#)

[Insights](#)

● 5%	10
● 10%	15
● 15%	10
● 20%	28
● It should stay the same	45
● Other	8



Other (comments different to one of the previous answers):

1. Should be scrapped
2. Get rid of it
3. No need for T4
4. It should be abolihsed!! It's disgraceful
5. Scrap it
6. Tariff 4 should be removed confuses customers
7. 30p, I appreciate its becoming less than 15% but, its expensive enough
8. 0

18. Do you think Tariff 5 needs to increase?

[More Details](#)

[Insights](#)

● Yes	52
● No	64

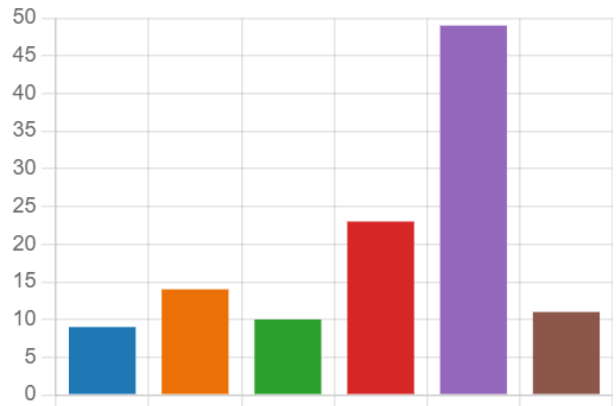


19. If Tariff 5 is increased, how much do you think it should be increased by?

[More Details](#)

[Insights](#)

● 5%	9
● 10%	14
● 15%	10
● 20%	23
● It should stay the same	49
● Other	11



Other (comments different to one of the previous answers):

1. Should be scrapped
2. Get rid of it
3. It should be abolished
4. Scrap it
5. I think tariff 5 should be removed as a we only need a t4 for 5+ pax where it previously was only t3 for all
6. No need for T5
7. 0
8. It should be abolished!! It's disgraceful
9. Tariff 5 should be removed
10. Same as T4
- 11.0

20. Do you think that the booking ahead e.g. by telephone charge should change?

[More Details](#)

[Insights](#)

● Yes	49
● No	67

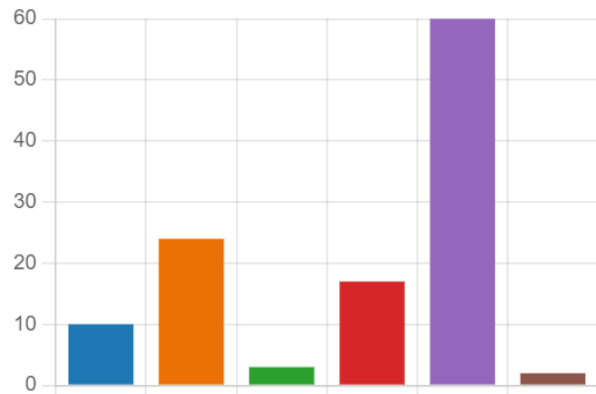


21. If the booking ahead charge is increased, what should be the new charge?

[More Details](#)

[Insights](#)

£1.20	10
£1.50	24
£1.80	3
£2.00	17
It should stay the same	60
Other	2



Other (comments different to one of the previous answers):

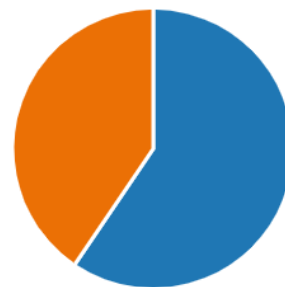
1. Due to the law, we are unable to charge extras due to high level of card payments we normally receive. See <https://www.gov.uk/government/publications/payment-surcharges>
2. 0

22. Do you think the maximum Soiling Charge should be increased?

[More Details](#)

[Insights](#)

Yes	69
No	47



23. If the maximum soiling charge is increased, what do you think the new charge should be?

[More Details](#)

[Insights](#)

£130.00	8
£140.00	7
£150.00	49
It should stay the same	45
Other	7



Other (comments different to one of the previous answers):

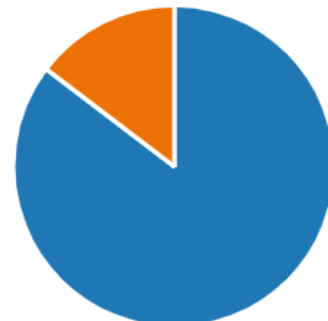
1. £300 - loss of earning and booking a valet is pretty booked only so this puts you off the road for a few days
2. 160
3. £200
4. £50
5. 200
6. 200
7. 0

24. Do you agree with the current wording of the supplementary booking charge?

[More Details](#)

[Insights](#)

Yes	99
No	17



25. If you do not agree with the current wording of the supplementary booking charge, please provide your proposed amendments below

1	Yes
2	It should be fixed charge of £8/£10 depending on the distance
3	The price should be £8.00 for the closer to town bookings, and £10.00 for the more than 3 miles out of town cancelled bookings.
4	Just simplify exactly what it means.
5	I don't believe this is being implemented correctly as some are charging from where they start rather than using the shortest distance either location to start or drop off to base, wording is pretty much spot on but I don't believe it should be tariff related, I charge £1 per mile for my own customers for the shortest part of the unoccupied trav
6	When there was a fixed price in place it was easier to apply. I find that people will not pay anything extra with this current wording and should revert back.
7	£10
8	Yes
9	Yes

26. Do you agree with the current wording of the 'called but not used' charge?

[More Details](#)

 Insights

● Yes 110
● No 6



27. If you do not agree with the current wording of the 'called but not used' charge, please provide your proposed amendments below

1	From point to the destination and return to original destination
2	I am called out many times a week and mark runs as no show and never get paid for this, no way there is a way to improve this.
3	Certain drivers in this situation are abusive and threatening to customers, which alienates in them
4	I feel it isn't clear enough for some operators who charge from where they ate, rather than the shortest unoccupied part of the journey, I also feel the surcharge should not be tariff related, I charge my customers £1 per mile survharge on the shortest unoccupied part of the trip, as it is to cover the cost of the dead mileage I think it should be a flat rate per mile, mileage and fuel use dies not change at 9pm
5	<i>(private email address)</i>
6	£15
7	£5
8	Yes

28. If you have any further comments in relation to the scales for the fares and other taxi related charges, please provide these below

1	Airport , train , bus delay charge or pick up
2	Please help our business, we would appreciate your quick response in this matter, thank you
3	I really hope that these potential increases will come to live asap, we're simply struggling compared to other businesses, even the bus prices went up, thank you
4	It's a misunderstanding for us to have paid car park at Airport (unless you are with IT) where only 10 min is free, sometimes i have to wait up 1hour as flights are delayed or customers are waiting for their luggage with sometimes also takes 50 min. I know we could add this to meter fare but people dont pay that and nothing you can do about. So going to airport, on tariff 1, waiting for customer to get his lougage or still in the air, takes aprox 10 minutes for me to arrive from town, wait 30 min, pay for car park nearly £5 and going back to town with customer and getting paid £20 , 50min to 1h of my time , £5 for parking , minus all rest of costs = not much left from the airport pick up at Inv airport. People dont want to pay extra when picked up at airports by taxis who's not "privileged " to private rank
5	Starting fare (flagfall) should be £4.50 this would make short runs worth it .. Do we need 5 tariffs? No just 1/2/3 meters should be Callander controlled ..
6	A fare increase is definitely required, but we should be careful not to price some users out of the market. The effect of that would be less runs per shift, with the increase barely making up for this. What we really need is a higher income, to offset costs, not a similar income for less work.
7	When there is global financial problems, putting up prices will force people to stop using luxuries and sadly that's what taxis are classed as which in the end will mean less business for every taxi
8	Plenty issues need fixing before price rises. When taxis/private hires are (as has happened) working uninsured, not taxed not motd then there is a failing towards the customers, and it would be wrong to charge them more when THE FEW are working in the above bracket.
9	Fuel up more than 40% and inflation more than 9%
10	To many tariffs
11	Just card payments as I have said above card payments can be high. If people from USA and some other countries using cards payments are higher than UK charges.
12	I discount most journeys as I feel taxis are too expensive in the Highland area, I think any increase will have a detrimental effect and mynconcern is that companies will push for increases to justify increasing driver dues, ultimately punishing the customer
13	As a 8 seater taxi I would like to be able to charge a higher rate for less than four people requesting a larger vehicle ie lots of luggage, bikes, household goods etc

14	New taxi tech, new easier more flexible and more affordable work taxi platforms (both for drivers and passengers) should be implemented to allow better cooperation between drivers and improved better service for the customers.
15	As there is a long gap between taxi tariff increases, we suffer when there are jumps in fuel prices or large inflation such as we are seeing over the past few months and are likely to see for many months to come. I feel that a substantial increase is required or a 3 monthly review of the tariff in order to keep in pace with inflation.
16	I don't have a comment about the fares but I have a comment that Private Hire Taxi Drivers should take and pay for a knowledge test the same as Public Hire Drivers.
17	As an operator I feel that tariffs 4 & 5 should be removed from the scale. These are ludicrous charges for a festive period which were suggested and demanded by a company which has since ceased public hire of their vehicles and subsequently did not trade over their last festive holidays trading in 2019!!! Also as an operator, if a member of the public requests a particular vehicle type they should then be required to pay the relevant tariff charge for this vehicle!! ie 4 persons plus luggage, require a larger vehicle, if they require a 6 seater + then they should pay the relevant tariff, also 2 persons plus 2 bikes - 8 seater required then they should pay the correct tariff. Due to current wording of the tariffs the higher tariff can only be charged once it is more than 4 persons in the vehicle - this is now outdated.
18	Think it would be helpful for minibus hire charges to be made slightly clearer as even trading standards officer was confused and unsure.
19	With the weekly charges the taxi companies are charging there drivers each week for the hire of the data head and also the hiring of the car ontop of the doubled diesel pence per litre forecourt charges it is totally impossible to make ends meet and this in turn will see the decrease in taxi drivers A 15% increase on every tariff is needed asap before some operators have to cease trading
20	I think taxi fare should go up please as we are doing lots of hour to cover everything.
21	It's clear things have changed for us all. There are many opportunities out there with great incentives and rewards for people looking for a new carrier or work in general. Inverness has always given a first class service to the local community and the visitors. This is now not the case since we have lost a lot of the workforce since the pandemic. To hold onto our current drivers and to attract new drivers (much needed) into the trade we need to make sure they can be confident to make a good living and meet all the costs of running their own little business. If we want to keep a quality standard of vehicle and driver we need to make them feel confident they can make a decent living without working 90 hours a week plus. To do this we must increase the tariff. I've seen a shift in drivers over the last 10 months. Many now will not work the weekend nights as they don't want to deal with the drunks. I feel the only way to address this is to pay them more. To give you an insight on how we prioritise our workload with a deflated fleet. We look after our corporate contracts/customers and then our loyal local customers. The last in line are the visitors I'm sorry to say and we turn many away daily. It's clear we don't have the workforces we had pre pandemic. We need your help to recruit and get the numbers back up and give the area the service it needs and deserves! Even our customers are asking when are the fares going up.

22	<p>The cost of living has gone up be unfair to put the charges up by much and perhaps detrimental to the industry. I believe tariffs 4 and 5 are terrible ideas open to abuse by dodgy drivers (heard many stories) also customers are scared of them and try to avoid getting taxis it's a lot more fair with 3 get a bit extra and lot more likely to get tips. Don't feel I benefit of them, work for Inverness taxis and always offer discounts 4 and 5 are rip offs and not for many days please get rid of them!</p>
23	<p>I am proposing a 15% increase, even though fuel prices have risen by 30% This is because we should be considerate of the plight of the general population and not to discourage customer footfall. Full electric taxis to be encouraged. Rather than award "contracts ???" to Inverness Taxis, for Railway Station and Airport spaces. Free charging points in Station Square, enough for each space, and at the Airport, should be provided, and priority given, to fully electric Taxi vehicles and Operators. I am non-affiliated to any company and drive a diesel. H.C. Should prioritise electric only vehicles, in City Centre, by 2026. Easily achieved, if planned ahead properly.</p>
24	No
25	No thank
26	No thank
27	<p>Tariff 4 and 5 should be removed as they were proposed by an operator who had to pay hourly paid drivers and does not operate at these times any more. Passengers should not be penalized for using larger Taxis over the festive season Tariff 3 is an adequate charge for this time.</p>
28	<p>The abolishment of Tariffs 4 & 5 would be welcome. Tariffs 4 & 5 were brought in after one company pleaded that they had employees and needed the new Tariffs for working the Christmas/New Year festive period accommodating their business model. These Tariffs are likely to be the highest in Scotland and are not in the interest of the trade or the public.</p>
29	<p>I, like many others, drive a mini bus. Often clients will ask for a mini bus for their convenience, when it's not for more than four passengers. For example, they want to move a TV. This regularly causes us to be 'bounced' to the other side of town. Costing extra in fuel etc. 9/10 times, the passenger could have used a car. If a customer asks for a minibus, when it's not for 5 or more passengers, can we charge the next tariff please.</p>
30	<p>I believe that the waiting time should be increased from 14 seconds to around 30 seconds. It is far too short at the moment and allows for big differences in identical fares due to traffic congestion/traffic lights etc. I recieve many complaints that two identical journeys are never the same. 14 seconds is ludicrously low . It used to be every 55 seconds.</p>

Sent: 03 August 2022 01:17

To: Licensing <licensing@highland.gov.uk>

Subject: Taxi fares

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

I would like to open the link you provided but not its not working so this is the the alternative I used. I want taxi fares to increase 20% became of inflation and the fuel prices.
Thanks.

OFFICERS COMMENTS ON CONSULTATION RESPONSES

88% stated a tariff increase is required

Tariff 1:

89% stated Tariff 1 needed to increase

10% stated Tariff 1 needed to increase by 5%

22% stated Tariff 1 needed to increase by 10%

17% stated Tariff 1 needed to increase by 15%

34% stated Tariff 1 needed to increase by 20%

9% stated Tariff 1 should stay the same

7% suggested an alternative

Tariff 2:

87% stated Tariff 2 needed to increase

15% stated Tariff 2 needed to increase by 5%

20% stated Tariff 2 needed to increase by 10%

17% stated Tariff 2 needed to increase by 15%

33% stated Tariff 2 needed to increase by 20%

10% stated Tariff 2 should stay the same

5% suggested an alternative

Tariff 3:

67% stated Tariff 3 needed to increase

11% stated Tariff 3 needed to increase by 5%

18% stated Tariff 3 needed to increase by 10%

13% stated Tariff 3 needed to increase by 15%

24% stated Tariff 3 needed to increase by 20%

28% stated Tariff 3 should stay the same

6% suggested an alternative

Tariff 4:

52% stated Tariff 4 needed to increase

9% stated Tariff 4 needed to increase by 5%

13% stated Tariff 4 needed to increase by 10%

9% stated Tariff 4 needed to increase by 15%

24% stated Tariff 4 needed to increase by 20%

39% stated Tariff 4 should stay the same

7% suggested an alternative

Tariff 5:

45% stated Tariff 5 needed to increase

8% stated Tariff 5 needed to increase by 5%

12% stated Tariff 5 needed to increase by 10%

9% stated Tariff 5 needed to increase by 15%

20% stated Tariff 5 needed to increase by 20%

42% stated Tariff 5 should stay the same

9% suggested an alternative

Other charges:

Booking ahead:

42% stated the booking ahead charge should change

9% stated it should be £1.20

21% stated it should be £1.50

3% stated it should be £1.80

15% stated it should be £2.00

52% stated it should stay the same

2% suggested an alternative

Soiling charge:

59% stated the maximum soiling charge should be increased

7% stated it should be £130

6% stated it should be £140

42% stated it should be £150

39% stated it should stay the same

6% suggested an alternative

Supplementary booking charge:

85% agreed with the current wording

Called but not used charge:

95% agreed with the current wording

Other tariff comments:**Luggage charges:**

As it currently stands, there is no luggage charge. Historically a luggage charge was included but I understand it was removed due to the difficulty of implementing this. If Members do wish to consider luggage charges, no charge could be attributed to items designed to assist the mobility of users such as wheelchairs or walking aids.

It is noted that some local authorities do provide a luggage charge:

Dundee

For each passenger carried in excess of the first passenger a charge of 50p.

For each package carried in the luggage compartment, boot or rack (inc bicycles), 50p.

Fife

Excess or abnormal luggage – minimum charge £5.00

West Lothian

Luggage For every piece of luggage carried (subject to a maximum charge of 40p per hire): 20p For each piece of luggage or additional item carried requiring the assistance of the driver, or which cannot reasonably be lifted by one person: a charge of £5 (amount to be agreed before journey commences)

Stirling

For each article of personal luggage conveyed in excess of the free limit of 56lbs per capita for 1 or 2 persons, 37lbs per capita for 3 persons and 28lbs per capita for 4 persons – 5p

East Dunbartonshire

Luggage not exceeding 56lbs in weight shall be carried free

A charge of 20p shall be payable for luggage exceeding 56lbs in weight

North Ayrshire

Luggage shall be carried free if it is of a size which can reasonably be accommodated in the car.

Card charges:

Surcharges are permitted, but must not exceed the costs incurred by the merchant / trader in processing the relevant means of payment

Other comments:**Rank spaces on private land:**

The Council has no power to regulate private contractual matters between taxi organisations and landowners.

Uninsured/untaxed vehicles:

Any lack of compliance with the law should be reported to Police Scotland and lack of compliance with taxi operator/driver licence conditions should be reported to Trading Standards. There is a link to contact details on the licensing webpage: https://www.highland.gov.uk/directory_record/738739/taxi_and_private_hire/category/501/taxi_and_private_hire

Knowledge tests for PHC drivers:

There is no compulsory requirement for a private hire car driver to sit and pass a knowledge test. However, the legislation was amended in 2016 to allow licensing authorities to require an applicant for a private driver's licence. A report was brought to the Highland Licensing Committee on 1 November 2016 as to whether Members wished to introduce knowledge testing for PHC driver's licences. The Committee agreed to defer the decision for 6 months until further provisions of the Air Weapons and Licensing (Scotland) Act 2015 relating to taxis came into force and guidance on these provisions had been received from the Scottish Government, particularly in relation to the removal of the 24 hour contract exemption provision. The updated guidance is not yet available and the 24 hour contract exemption is still in place.

Below are details of the general effect of the current tariff, in terms of the cost for the initial mile and for each mile thereafter, and for each of the % increase options.

Current Tariff – General effect

Tariff 1 - £4.00 for the first mile plus £1.80 per mile thereafter

Tariff 2 - £4.90 for the first mile plus £2.30 per mile thereafter

Tariff 3 - £6.00 for the first mile plus £2.70 per mile thereafter

Tariff 4 - £6.60 for the first mile plus £3.60 per mile thereafter

Tariff 5 – £7.30 for the first mile plus £4.50 per mile thereafter

5% Increase – General effect

Tariff 1 - £4.30 for the first mile plus £1.90 per mile thereafter

Tariff 2 - £5.20 for the first mile plus £2.40 per mile thereafter

Tariff 3 - £6.30 for the first mile plus £2.80 per mile thereafter

Tariff 4 - £7.00 for the first mile plus £3.70 per mile thereafter

Tariff 5 – £7.70 for the first mile plus £4.80 per mile thereafter

10% Increase – General effect

Tariff 1 - £4.40 for the first mile plus £2.00 per mile thereafter

Tariff 2 - £5.30 for the first mile plus £2.50 per mile thereafter

Tariff 3 - £6.60 for the first mile plus £3.00 per mile thereafter

Tariff 4 - £7.30 for the first mile plus £3.90 per mile thereafter

Tariff 5 – £8.10 for the first mile plus £5.00 per mile thereafter

15% Increase – General effect

Tariff 1 - £4.70 for the first mile plus £2.10 per mile thereafter

Tariff 2 - £5.60 for the first mile plus £2.60 per mile thereafter

Tariff 3 - £6.90 for the first mile plus £3.10 per mile thereafter

Tariff 4 - £7.70 for the first mile plus £4.10 per mile thereafter

Tariff 5 – £8.40 for the first mile plus £5.20 per mile thereafter

20% Increase – General effect

Tariff 1 - £4.90 for the first mile plus £2.20 per mile thereafter

Tariff 2 - £5.90 for the first mile plus £2.70 per mile thereafter

Tariff 3 - £7.20 for the first mile plus £3.30 per mile thereafter

Tariff 4 - £8.20 for the first mile plus £4.30 per mile thereafter

Tariff 5 – £8.70 for the first mile plus £5.30 per mile thereafter

Detailed in the tables below are the comparisons for each tariff showing the effect of the various % increases.

Tariff 1	Current Tariff	5% Increase	10% Increase	15% increase	20% increase
1 Mile	4.00	4.30	4.40	4.70	4.90
2 Mile	5.80	6.20	6.40	6.80	7.10
3 Mile	7.60	8.10	8.40	8.80	9.20
4 Mile	9.40	10.00	10.40	10.90	11.40
5 Mile	11.20	11.90	12.40	13.00	13.50
10 Mile	20.20	21.30	22.20	23.30	24.30
15 Mile	29.20	30.80	32.10	33.70	35.00
20 Mile	38.20	40.30	42.00	44.00	45.70
30 Mile	56.10	59.20	61.80	64.70	67.20
40 Mile	74.10	78.10	81.60	85.50	88.60
50 Mile	92.00	97.00	101.30	106.20	110.10
100 Mile	181.80	191.70	200.20	209.70	217.40

Tariff 2	Current Tariff	5% Increase	10% Increase	15% Increase	20% Increase
1 Mile	4.90	5.20	5.30	5.60	5.90
2 Mile	7.10	7.60	7.80	8.20	8.60
3 Mile	9.40	9.90	10.30	10.80	11.30
4 Mile	11.70	12.30	12.80	13.40	14.00
5 Mile	13.90	14.70	15.30	16.00	16.70
10 Mile	25.20	26.60	27.70	28.90	30.30
15 Mile	36.50	38.50	40.00	41.90	43.80
20 Mile	47.80	50.40	52.40	54.80	57.30
30 Mile	70.30	74.10	77.20	80.70	84.40
40 Mile	92.90	97.90	102.00	106.60	111.50
50 Mile	115.50	121.70	126.80	132.40	138.60
100 Mile	228.30	240.60	250.70	261.90	274.00

Tariff 3	Current Tariff	5% Increase	10% Increase	15% Increase	20% Increase
1 Mile	6.00	6.30	6.60	6.90	7.20
2 Mile	8.70	9.10	9.60	9.90	10.40
3 Mile	11.40	12.00	12.50	13.00	13.70
4 Mile	14.10	14.80	15.50	16.10	17.00
5 Mile	16.80	17.60	18.50	19.20	20.20
10 Mile	30.30	31.80	33.40	34.60	36.50
15 Mile	43.90	46.00	48.30	50.10	52.80
20 Mile	57.40	60.20	63.30	65.50	69.10
30 Mile	84.50	88.60	93.10	96.40	101.70
40 Mile	111.60	117.00	122.90	127.30	134.30
50 Mile	138.70	145.40	152.80	158.20	166.90
100 Mile	274.00	287.30	301.90	312.50	329.90

Tariff 4	Current Tariff	5% Increase	10% Increase	15% Increase	20% Increase
1 Mile	6.60	7.00	7.30	7.70	8.20
2 Mile	10.20	10.70	11.20	11.80	12.50
3 Mile	13.80	14.40	15.10	15.90	16.70
4 Mile	17.40	18.20	19.00	20.00	21.00
5 Mile	21.00	21.90	22.90	24.10	25.30
10 Mile	39.00	40.70	42.50	44.50	46.80
15 Mile	56.90	59.40	62.00	65.00	68.30
20 Mile	74.90	78.10	81.60	85.50	89.70
30 Mile	110.80	115.50	12.70	136.40	132.60
40 Mile	146.70	153.00	159.80	167.30	175.60
50 Mile	182.60	190.40	198.90	208.30	218.50
100 Mile	362.20	377.70	394.50	412.90	433.10

Tariff 5	Current Tariff	5% Increase	10% Increase	15% Increase	20% Increase
1 Mile	7.30	7.70	8.10	8.40	8.70
2 Mile	11.80	12.50	13.10	13.60	14.10
3 Mile	16.40	17.20	18.20	18.80	19.40
4 Mile	20.90	22.00	23.20	24.00	24.70
5 Mile	25.40	26.70	28.20	29.10	30.10
10 Mile	47.90	50.50	53.40	55.00	56.70
15 Mile	70.50	74.30	78.50	80.90	83.40
20 Mile	93.10	98.10	103.70	106.80	110.10
30 Mile	138.20	145.70	153.90	158.50	163.40
40 Mile	183.30	193.20	204.20	210.30	216.70
50 Mile	228.30	240.80	254.50	262.10	270.10
100 Mile	454.10	478.60	505.90	520.90	536.70

The tables below show the adjustments made to the 1st drop cost and 2nd drop yardage which are required to achieve the various % increases.

5% Increase

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase	Proposed Tariff 3	% Increase
1st Drop (Yds)	785	0.0%	560	0.0%	444	0.0%
2nd Drop (Yds)	93	5.1%	74	5.1%	62	4.6%
1st Drop Cost	£ 3.20	6.3%	£ 3.50	6.1%	£ 4.10	5.1%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 1.89	5.4%	£ 2.38	5.4%	£ 2.84	4.8%
Actual Cost for 1st Mile	£ 4.30	7.5%	£ 5.20	6.1%	£ 6.30	5.0%
Actual Cost for 2 Miles	£ 6.20	6.9%	£ 7.60	7.0%	£ 9.10	4.6%
Actual Cost for 3 Miles	£ 8.10	6.6%	£ 9.90	5.3%	£ 12.00	5.3%
Actual Cost for 4 Miles	£ 10.00	6.4%	£ 12.30	5.1%	£ 14.80	5.0%
Actual Cost for 5 Miles	£ 11.90	6.3%	£ 14.70	5.8%	£ 17.60	4.8%
Actual Cost for 10 Miles	£ 21.30	5.4%	£ 26.60	5.6%	£ 31.80	5.0%
Actual Cost for 15 Miles	£ 30.80	5.5%	£ 38.50	5.5%	£ 46.00	4.8%
Actual Cost for 20 Miles	£ 40.30	5.5%	£ 50.40	5.4%	£ 60.20	4.9%
Actual Cost for 30 Miles	£ 59.20	5.5%	£ 74.10	5.4%	£ 88.60	4.9%
Actual Cost for 40 Miles	£ 78.10	5.4%	£ 97.90	5.4%	£ 117.00	4.8%
Actual Cost for 50 Miles	£ 97.00	5.4%	£ 121.70	5.4%	£ 145.40	4.8%
Actual Cost for 100 Miles	£ 191.70	5.4%	£ 240.60	5.4%	£ 287.30	4.9%
Average Increase over 1 - 100 Miles		6.0%		5.6%		4.9%

PROPOSED TARIFF	Proposed Tariff 4	% Increase	Proposed Tariff 5	% Increase
1st Drop (Yds)	444	0.0%	444	0.0%
2nd Drop (Yds)	47	4.1%	37	5.1%
1st Drop Cost	£ 4.10	4.9%	£ 4.10	5.1%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 3.74	4.3%	£ 4.76	5.4%
Actual Cost for 1st Mile	£ 7.00	6.1%	£ 7.70	5.5%
Actual Cost for 2 Miles	£ 10.70	4.9%	£ 12.50	5.9%
Actual Cost for 3 Miles	£ 14.40	4.3%	£ 17.20	4.9%
Actual Cost for 4 Miles	£ 18.20	4.6%	£ 22.00	5.3%
Actual Cost for 5 Miles	£ 21.90	4.3%	£ 26.70	5.1%
Actual Cost for 10 Miles	£ 40.70	4.4%	£ 50.50	5.4%
Actual Cost for 15 Miles	£ 59.40	4.4%	£ 74.30	5.4%
Actual Cost for 20 Miles	£ 78.10	4.3%	£ 98.10	5.4%
Actual Cost for 30 Miles	£ 115.50	4.2%	£ 145.70	5.4%
Actual Cost for 40 Miles	£ 153.00	4.3%	£ 193.20	5.4%
Actual Cost for 50 Miles	£ 190.40	4.3%	£ 240.80	5.4%
Actual Cost for 100 Miles	£ 377.70	4.3%	£ 478.60	5.4%
Average Increase over 1 - 100 Miles		4.5%		5.4%

10% Increase

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase	Proposed Tariff 3	% Increase
1st Drop (Yds)	785	0.0%	560	0.0%	444	0.0%
2nd Drop (Yds)	89	9.2%	71	9.0%	59	9.2%
1st Drop Cost	£ 3.30	9.1%	£ 3.60	9.1%	£ 4.30	10.3%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 1.98	10.1%	£ 2.48	9.9%	£ 2.98	10.2%
Actual Cost for 1st Mile	£ 4.40	10.0%	£ 5.30	8.2%	£ 6.60	10.0%
Actual Cost for 2 Miles	£ 6.40	10.3%	£ 7.80	9.9%	£ 9.60	10.3%
Actual Cost for 3 Miles	£ 8.40	10.5%	£ 10.30	9.6%	£ 12.50	9.6%
Actual Cost for 4 Miles	£ 10.40	10.6%	£ 12.80	9.4%	£ 15.50	9.9%
Actual Cost for 5 Miles	£ 12.40	10.7%	£ 15.30	10.1%	£ 18.50	10.1%
Actual Cost for 10 Miles	£ 22.20	9.9%	£ 27.70	9.9%	£ 33.40	10.2%
Actual Cost for 15 Miles	£ 32.10	9.9%	£ 40.00	9.6%	£ 48.30	10.0%
Actual Cost for 20 Miles	£ 42.00	9.9%	£ 52.40	9.6%	£ 63.30	10.3%
Actual Cost for 30 Miles	£ 61.80	10.2%	£ 77.20	9.8%	£ 93.10	10.2%
Actual Cost for 40 Miles	£ 81.60	10.1%	£ 102.00	9.8%	£ 122.90	10.1%
Actual Cost for 50 Miles	£ 101.30	10.1%	£ 126.80	9.8%	£ 152.80	10.2%
Actual Cost for 100 Miles	£ 200.20	10.1%	£ 250.70	9.8%	£ 301.90	10.2%
Average Increase over 1 - 100 Miles		10.2%		9.6%		10.1%

PROPOSED TARIFF	Proposed Tariff 4	% Increase	Proposed Tariff 5	% Increase
1st Drop (Yds)	444	0.0%	444	0.0%
2nd Drop (Yds)	45	8.2%	35	10.3%
1st Drop Cost	£ 4.30	9.3%	£ 4.30	10.3%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 3.91	8.9%	£ 5.03	11.4%
Actual Cost for 1st Mile	£ 7.30	10.6%	£ 8.10	11.0%
Actual Cost for 2 Miles	£ 11.20	9.8%	£ 13.10	11.0%
Actual Cost for 3 Miles	£ 15.10	9.4%	£ 18.20	11.0%
Actual Cost for 4 Miles	£ 19.00	9.2%	£ 23.20	11.0%
Actual Cost for 5 Miles	£ 22.90	9.0%	£ 28.20	11.0%
Actual Cost for 10 Miles	£ 42.50	9.0%	£ 53.40	11.5%
Actual Cost for 15 Miles	£ 62.00	9.0%	£ 78.50	11.3%
Actual Cost for 20 Miles	£ 81.60	8.9%	£ 103.70	11.4%
Actual Cost for 30 Miles	£ 120.70	8.9%	£ 153.90	11.4%
Actual Cost for 40 Miles	£ 159.80	8.9%	£ 204.20	11.4%
Actual Cost for 50 Miles	£ 198.90	8.9%	£ 254.50	11.4%
Actual Cost for 100 Miles	£ 394.50	8.9%	£ 505.90	11.4%
Average Increase over 1 - 100 Miles		9.2%		11.2%

15% Increase

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase	Proposed Tariff 3	% Increase
1st Drop (Yds)	785	0.0%	560	0.0%	444	0.0%
2nd Drop (Yds)	85	13.3%	68	12.8%	57	12.3%
1st Drop Cost	£ 3.50	14.3%	£ 3.80	15.2%	£ 4.50	15.4%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 2.07	15.3%	£ 2.59	14.7%	£ 3.09	14.0%
Actual Cost for 1st Mile	£ 4.70	17.5%	£ 5.60	14.3%	£ 6.90	15.0%
Actual Cost for 2 Miles	£ 6.80	17.2%	£ 8.20	15.5%	£ 9.90	13.8%
Actual Cost for 3 Miles	£ 8.80	15.8%	£ 10.80	14.9%	£ 13.00	14.0%
Actual Cost for 4 Miles	£ 10.90	16.0%	£ 13.40	14.5%	£ 16.10	14.2%
Actual Cost for 5 Miles	£ 13.00	16.1%	£ 16.00	15.1%	£ 19.20	14.3%
Actual Cost for 10 Miles	£ 23.30	15.3%	£ 28.90	14.7%	£ 34.60	14.2%
Actual Cost for 15 Miles	£ 33.70	15.4%	£ 41.90	14.8%	£ 50.10	14.1%
Actual Cost for 20 Miles	£ 44.00	15.2%	£ 54.80	14.6%	£ 65.50	14.1%
Actual Cost for 30 Miles	£ 64.70	15.3%	£ 80.70	14.8%	£ 96.40	14.1%
Actual Cost for 40 Miles	£ 85.50	15.4%	£ 106.60	14.7%	£ 127.30	14.1%
Actual Cost for 50 Miles	£ 106.20	15.4%	£ 132.40	14.6%	£ 158.20	14.1%
Actual Cost for 100 Miles	£ 209.70	15.3%	£ 261.90	14.7%	£ 312.50	14.1%
Average Increase over 1 - 100 Miles		15.8%		14.8%		14.2%

PROPOSED TARIFF	Proposed Tariff 4	% Increase	Proposed Tariff 5	% Increase
1st Drop (Yds)	444	0.0%	444	0.0%
2nd Drop (Yds)	43	12.2%	34	12.8%
1st Drop Cost	£ 4.60	15.2%	£ 4.50	15.4%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 4.09	14.0%	£ 5.18	14.7%
Actual Cost for 1st Mile	£ 7.70	16.7%	£ 8.40	15.1%
Actual Cost for 2 Miles	£ 11.80	15.7%	£ 13.60	15.3%
Actual Cost for 3 Miles	£ 15.90	15.2%	£ 18.80	14.6%
Actual Cost for 4 Miles	£ 20.00	14.9%	£ 24.00	14.8%
Actual Cost for 5 Miles	£ 24.10	14.8%	£ 29.10	14.6%
Actual Cost for 10 Miles	£ 44.50	14.1%	£ 55.00	14.8%
Actual Cost for 15 Miles	£ 65.00	14.2%	£ 80.90	14.8%
Actual Cost for 20 Miles	£ 85.50	14.2%	£ 106.80	14.7%
Actual Cost for 30 Miles	£ 126.40	14.1%	£ 158.50	14.7%
Actual Cost for 40 Miles	£ 167.30	14.0%	£ 210.30	14.7%
Actual Cost for 50 Miles	£ 208.30	14.1%	£ 262.10	14.7%
Actual Cost for 100 Miles	£ 412.90	14.0%	£ 520.90	14.7%
Average Increase over 1 - 100 Miles		14.7%		14.8%

20% Increase

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase	Proposed Tariff 3	% Increase
1st Drop (Yds)	785	0.0%	560	0.0%	444	0.0%
2nd Drop (Yds)	82	16.3%	65	16.7%	54	16.9%
1st Drop Cost	£ 3.70	18.9%	£ 4.00	21.2%	£ 4.70	20.5%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 2.15	19.5%	£ 2.71	20.0%	£ 3.26	20.4%
Actual Cost for 1st Mile	£ 4.90	22.5%	£ 5.90	20.4%	£ 7.20	20.0%
Actual Cost for 2 Miles	£ 7.10	22.4%	£ 8.60	21.1%	£ 10.40	19.5%
Actual Cost for 3 Miles	£ 9.20	21.1%	£ 11.30	20.2%	£ 13.70	20.2%
Actual Cost for 4 Miles	£ 11.40	21.3%	£ 14.00	19.7%	£ 17.00	20.6%
Actual Cost for 5 Miles	£ 13.50	20.5%	£ 16.70	20.1%	£ 20.20	20.2%
Actual Cost for 10 Miles	£ 24.30	20.3%	£ 30.30	20.2%	£ 36.50	20.5%
Actual Cost for 15 Miles	£ 35.00	19.9%	£ 43.80	20.0%	£ 52.80	20.3%
Actual Cost for 20 Miles	£ 45.70	19.6%	£ 57.30	19.9%	£ 69.10	20.4%
Actual Cost for 30 Miles	£ 67.20	19.8%	£ 84.40	20.1%	£ 101.70	20.4%
Actual Cost for 40 Miles	£ 88.60	19.6%	£ 111.50	20.0%	£ 134.30	20.3%
Actual Cost for 50 Miles	£ 110.10	19.7%	£ 138.60	20.0%	£ 166.90	20.3%
Actual Cost for 100 Miles	£ 217.40	19.6%	£ 274.00	20.0%	£ 329.90	20.4%
Average Increase over 1 - 100 Miles		20.5%		20.1%		20.3%

PROPOSED TARIFF	Proposed Tariff 4	% Increase	Proposed Tariff 5	% Increase
1st Drop (Yds)	444	0.0%	444	0.0%
2nd Drop (Yds)	41	16.3%	32	17.9%
1st Drop Cost	£ 4.70	17.0%	£ 4.70	20.5%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 4.29	19.5%	£ 5.50	21.9%
Actual Cost for 1st Mile	£ 8.00	21.2%	£ 8.90	21.9%
Actual Cost for 2 Miles	£ 12.30	20.6%	£ 14.40	22.0%
Actual Cost for 3 Miles	£ 16.50	19.6%	£ 19.90	21.3%
Actual Cost for 4 Miles	£ 20.80	19.5%	£ 25.40	21.5%
Actual Cost for 5 Miles	£ 25.10	19.5%	£ 30.90	21.7%
Actual Cost for 10 Miles	£ 46.60	19.5%	£ 58.40	21.9%
Actual Cost for 15 Miles	£ 68.10	19.7%	£ 85.90	21.8%
Actual Cost for 20 Miles	£ 89.50	19.5%	£ 113.40	21.8%
Actual Cost for 30 Miles	£ 132.40	19.5%	£ 168.40	21.9%
Actual Cost for 40 Miles	£ 175.40	19.6%	£ 223.40	21.9%
Actual Cost for 50 Miles	£ 218.30	19.6%	£ 278.40	21.8%
Actual Cost for 100 Miles	£ 432.90	19.5%	£ 553.40	21.9%
Average Increase over 1 - 100 Miles		19.8%		21.8%

2 MILE AVERAGE FARE FOR TARIFF 1 ACROSS SCOTTISH LOCAL AUTHORITIES

[Hackney Taxi Fare Tables \(phtm.co.uk\)](http://phtm.co.uk)

POSITION	LOCAL AUTHORITY	FARE
1	EAST AYRSHIRE	£7.60
2	SOUTH AYRSHIRE	£7.40
3	ARGYLL AND BUTE	£7.13
4=	CITY OF EDINBURGH	£7.00
4=	EAST LoTHIAN	£7.00
6=	FIFE	£6.80
6=	GLASGOW CITY	£6.80
8	ANGUS	£6.70
9=	SHETLAND ISLANDS	£6.60
9=	THE MORAY COUNCIL	£6.60
11	ORKNEY ISLANDS	£6.50
12	EAST RENFREWSHIRE	£6.40
13	PERTH AND KINROSS	£6.33
14	DUNDEE CITY	£6.28
15	MIDLoTHIAN	£6.22
16	FALKIRK	£6.20
17	RENFREWSHIRE	£6.15
18=	ABERDEENSHIRE	£6.10
18=	CLACKMANNANSHIRE	£6.10
20	SCOTTISH BORDERS	£6.05
21=	ABERDEEN CITY	£6.00
21=	SOUTH LANARKSHIRE (EAST KILBRIDE)	£6.00
23=	SOUTH LANARKSHIRE (CLYDESDALE)	£5.80
23=	THE HIGHLAND COUNCIL	£5.80
25	STIRLING	£5.70
26=	NORTH LANARKSHIRE	£5.60
26=	WEST LoTHIAN	£5.60
28	INVERCLYDE	£5.54
29=	DUMFRIES AND GALLOWAY	£5.50
29=	EAST DUNBARTONSHIRE	£5.50
31	WEST DUNBARTONSHIRE	£5.40
32	NORTH AYRSHIRE	£5.30
33	COMHAIRLE NAN EILEAN SIAR (WESTERN ISLES)	£4.85

Based on the table figures - Scottish average 2 mile fare at Tariff 1 = £6.20

Inflation figures (Consumer Price Index)

	INDEX NAME	START	END	CHANGE
1	ALL ITEMS	109.4	121.2	11%
	CPI Index 00 (2015=100)			
	Series: L522			
2	PURCHASE OF VEHICLES (all)	110	123.5	12%
	CPIH Index 07.1			
	Series: L543			
	PURCHASE OF NEW CARS	118.2	127.6	8%
	CPIH Index 07.1.1A			
	Series L544			
	PURCHASE OF SECOND HAND CARS	97.2	118.4	22%
	CPIH Index 07.1.1B			
	Series L545			
3	MAINTENANCE AND REPAIRS	113.6	122.5	8%
	CPI Index 07.2.3			
	Series: D7ED			
4	PETROL	108.3	170.8	58%
	CPI Index 97.2.2.2			
	Series ID: L7FP			
5	DIESEL	108.4	172.2	59%
	CPI Index 07.2.2.21			
	Series ID: L7FO			

Source – Office for National Statistics (www.ons.gov.uk)

START – February 2021

END – July 2022